

This listing of the claims will replace all prior versions and listings of claims in this application.

1. (Currently Amended) A method for controlling at least two clutches in a twin-clutch transmission of a vehicle, which comprises the steps of disengaging wherein at least one clutch is disengaged via at least one emergency valve and opening said at least one clutch without subjecting said at least one clutch to force, said at least one emergency valve connected to a hydrostatic release system in a respective electromotive clutch actuating mechanism for said at least one clutch.
2. (Canceled)
3. (Currently Amended) The method as described in Claim 1, wherein at least one emergency valve is connected to the an ignition lock is wired in parallel to the a transmission controller, comprising the steps of actively closing the at least one emergency valve being actively closed when the ignition lock is switched on and opened opening said emergency valve when the ignition lock is switched off.
4. (Currently Amended) The method as described in Claim 1, comprising the step of disengaging wherein at least one of the clutches is disengaged via at least one emergency valve when there is a detection of a system fault.
5. (Currently Amended) The method as described in Claim 4, comprising the step of detecting wherein a system fault is detected when there is a failure of a clutch actuators and/or when there is a failure of the a processor of a transmission controller and/or when a stall protection for the a motor is activated and/or when the transmission controller is switched off and/or when there is a failure of the a power supply of for the transmission controller.
6. (Currently Amended) The method as described in Claim 4, comprising the step of actively closing wherein at least one emergency valve connected to the a third

transmission controller is used ~~that is actively closed~~ during normal operation of the transmission controller and automatically ~~opened~~ opening when a system fault is detected.

7. (Currently Amended) The method as described in Claim 6, comprising the step of mechanically actuating ~~wherein~~ each emergency valve is ~~at least mechanically actuated~~ so that a manual disengagement of each clutch is made possible.
8. (Currently Amended) The method as described in Claim 7, comprising the step of electrically actuating ~~wherein~~ each emergency valve is ~~at least electrically actuated~~ so that a manual disengagement of each clutch is made possible.
9. (Currently Amended) The method as described in Claim 8, comprising the step of determining ~~wherein at the beginning a check is made of~~ whether the transmission controller is activated, ~~a check is made~~ when the transmission controller is activated, ~~of~~ whether there is a system fault, and if a system fault is present whether the emergency valves of both clutches are open ~~opened~~.
10. (Currently Amended) The method as described in Claim 9, ~~wherein,~~ comprising the step of disengaging the emergency valves of the two clutches independent of the detection of a system fault when the transmission controller is switched off [[,]] ~~the emergency valves of the two clutches are disengaged independent of the detection of a system fault.~~
11. (Currently Amended) The method as described in Claim 9, ~~wherein,~~ comprising the step of closing the emergency valves of the two clutches when the transmission controller is activated and when no system fault is present [[,]] ~~the emergency valves of the two clutches are closed.~~

12. (Currently Amended) A twin-clutch transmission ~~of for~~ a vehicle ~~having~~ comprising at least two clutches, ~~that are actuated at least via one a~~ hydrostatic release system ~~for each clutch, said release system comprising by~~ at least one electromotive clutch ~~actuating mechanism,~~ actuator, especially to carry out the method according to Claim 1, wherein said twin clutch transmission further comprising an emergency valve connected to said hydrostatic release system for each clutch is provided , so that when the emergency valve is opened the clutch assigned to each is disengaged without being subject to force to disengage at least one clutch.
13. (Canceled)
14. (Currently Amended) The twin-clutch transmission as described in Claim 12, wherein ~~a valve is provided as the emergency valve is opened~~ when the power supply thereto is interrupted in the currentless state.
15. (Original) The twin-clutch transmission as described in Claim 12, wherein the emergency valve is electrically connected to the ignition in such a manner that the emergency valve is actively closed when the ignition lock is switched on and opened when the ignition lock is switched off.
16. (Original) The twin-clutch transmission as described in Claim 12, wherein the emergency valve is electrically connected to the transmission controller in such a manner that the emergency valve is actively closed during the operation of the transmission controller and is automatically opened when a system fault is detected.
17. (Original) The twin-clutch transmission as described in Claim 12, wherein at least one mechanically actuated emergency valve is provided for manual disengagement of the clutch.

18. (Original) The twin-clutch transmission as described in Claim 12, wherein at least one electrically actuated emergency valve is provided for manual disengagement of the clutch.
19. (Original) The twin-clutch transmission as described in Claim 12, wherein a dry twin-clutch is provided with compressed clutches that are disengaged in a manner not subjected to force.